

Now the Chinese Are Making Cars

THE Chinese Communist colossus is striving mightily to put itself on wheels—in the past year its infant automobile industry has produced nearly 200 different prototypes of cars, trucks and tractors.

Despite strong Russian influence in the smacking-new factories, the latest Chinese models shown in the photos at right suggest a mixture of Western styling ideas.

The Eastwind, at top, powered by a 70-hp. overhead-valve engine, bears a flattering resemblance to a British Ford Consul. Yet an advertisement in an English-language magazine aimed at the export trade describes it as a "medium-class car combining quality with distinctively Chinese elegance."

More like a European General Motors product is the sleek-looking Peace four-door sedan just below it, while the smaller two-door Chingkanshan smacks of the little French Renault and the British Standard.

The dual headlights, plunging hood and split windshield of the 95-hp. Progress (last in line) point to mixed-up Americana, circa 1928 and later.

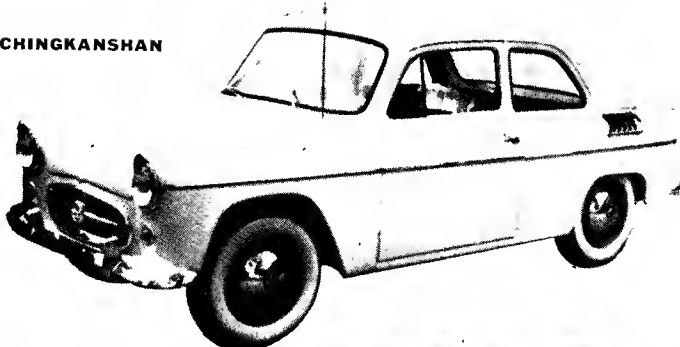
EASTWIND



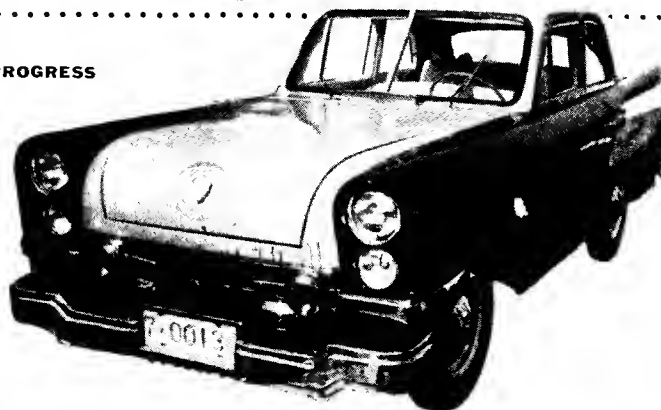
PEACE



CHINGKANSHAN



PROGRESS



100-Knot Liner to Fly on Sea Wings

An ultra-fast new way to travel, in vessels that ride high above the waves, is promised by the conquest of the sea's speed limit ►

By Alden P. Armagnac

DRAWINGS BY BOB McCALL

YOU'LL skim to Europe at mile-a-minute speed or more, in liners that ride above the waves on stilt-like legs and underwater wings. Coastal liners, of similar submerged-wing or hydrofoil type, will whisk you to vacation climes at a fantastic 100 knots, or 115 land miles an hour. An American breakthrough in marine science makes it feasible to build such ships as these. The long-standing speed limit for seagoing vessels is shattered by a revolutionary new "supercavitating" shape for hydrofoils and water propellers.

Whether this discovery can be exploited in ultra-fast passenger liners is answered with a "yes" by a six-month,

\$75,000 engineering study recently completed for the U.S. Maritime Administration by the Grumman Aircraft Engineering Corporation, Bethpage, N. Y. What some of the resulting ships will look like may be seen in the pictures that follow, based on actual drawings in the Grumman study's three-volume report.

Already under way is the next step to make these dreamboats come true. The Maritime Administration has just commissioned Grumman to design an 80-knot, 100-passenger hydrofoil ship as a prototype. Expected to be launched and cruising by late 1960, this experimental-scale vessel of 70 tons and 110-foot length will be powered by gas turbines totaling 10,000 hp. or more, which will propel the radical craft by driving water pro-

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